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INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERSEAS TRADE REPORT.
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No. 15,124. 號四十二百一千五萬一第 日五十月八年二十三緒光 HONGKONG, TUESDAY, OCTOBER 2ND, 1906. 三拜禮 號二月十年六零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 21st April, 1897. 311

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Hongkong, 22nd December, 1905.

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12.45 p.m. to 1.15 p.m. . . Every 10 minutes.
1.15 p.m. to 1.45 p.m. . . Every 15 minutes.
1.45 p.m. to 2.15 p.m. . . Every 10 minutes.
2.15 p.m. to 3.00 p.m. . . Every 15 minutes.
3.00 p.m. to 5.00 p.m. . . Every 15 minutes.
5.00 p.m. to 8.00 p.m. . . Every 10 minutes.
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8.45 p.m. & 9.00 p.m. . . 9.45 to 11.15 p.m.,
every 4 hours.
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Extra cars at 11.30 p.m. and 11.45 p.m.
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10.30 a.m. to 11.00 a.m. . . Every 10 minutes.
12.00 Noon to 1.00 p.m. . . Every 10 minutes.
1.00 p.m. to 5.00 p.m. . . Every 15 minutes.
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Hongkong, 27th August, 1906 (1524)

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RATES OF EXCHANGE AT
HONGKONG

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also Table of Yearly Approximate Averages
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NEW ADVERTISEMENTS

NOTICE.

I have this day commenced business as BILL and BUILDING BROKER, R. A. GUBBAY, 11, Broad Street, Hongkong, 1st October, 1906. [1829]

NOTICE.

INSURANCE COMPANIES AND SHIP-PEERS, interested in the Cargo of the S.S. "ALFRED" (Sunk at St. Vincent, Island, are requested to communicate at once with the COMMERCIAL UNION ASSURANCE CO. LTD., Hongkong, 2nd October, 1906. [1830]

NOTICE OF REMOVAL.

THE Office of the Underigned has been REMOVED to No. 15, QUEEN'S ROAD CENTRAL. O. D. THOMSON, Hongkong, 2nd October, 1906. [1831]

GREGOR & CO.

The Underigned, having purchased the above business, will continue the same on my own account, and will NOT BE RESPONSIBLE for any O.D. Debts. NGAI KU SANG, Hongkong, 1st October, 1906. [1832]

HONGKONG TULU CLUB.

A MEETING of the above Club will be held TO-MORROW (WEDNESDAY), 3rd inst., at GOVERNMENT HOUSE at 5.30 P.M. J. E. GIBSON, Acting Hon. Secretary, Hongkong, 2nd October, 1906. [1833]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR S.W.A.T.O.W. AMOY AND FOCHOW.

THE Company's Steamship.

"HAINAN." Captain A. J. Tolson, will be despatched for the above Ports on THURSDAY, the 4th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers, Hongkong, 2nd October, 1906. [1834]

FOR KOBE AND MOJI.

THE Steamship.

"KUN MARU." Will be despatched for the above Ports on SATURDAY, the 6th inst.

For Freight and Passage, apply to FUKU-KI CO., Agents, 1st Floor of Chartered Bank, Hongkong, 2nd October, 1906. [1835]

NAVIGAZIONE GENERALE ITALIANA (Marine and Commercial United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUVA, PORT SAID, MENA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITER- RANEA, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to GALLAPAGOS, also BAHIA, BALNEARIA, VALENZA, ALBANY, ALMERIA and MALAGA.

THE Steamship.

"CAPRI." Captain Bello, will be despatched as above on FRIDAY, the 12th Oct., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents, Hongkong, 2nd October, 1906. [1836]

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:

- Epitome of the Week's News.
- Trade with Korea and Manchuria.
- The Position in K. Korea.
- China's Luchuan Army Reform.
- The Observatory Inquiry.
- Disarmament Talks.
- Missionary Jubilee at Canton.
- Sequel of the Typhoon.
- The Shanghai Shooting Case.
- Hongkong Legislative Council.
- The Typhoon.
- Correspondence.
- Ocean Liners and Macao.
- Fifty Years in China.
- Hongkong Cricket Club.
- Civil Service Cricket Club.
- Craigswater Cricket Club.
- Hongkong Cricket League.
- Kowloon Cricket Club.
- Hongkong Football Club.
- St. Andrew's Society.
- Supreme Court.
- The "Open Door" in Korea.
- Canton.
- Macao.
- Companies:—
- The Douglas Steamship Co., Ltd.
- The Yokohama Specie Bank, Ltd.
- Central Shuen Kien, Ltd.
- Hongkong Typhoon Relief Fund.
- Hongkong Wheat for Hongkong.
- Chinese Army Centralization.
- Commercial.
- Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to address sent; including postage 34 cents each, or 81 Cents for three copies. Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 2nd October, 1906.

NEW ADVERTISEMENTS

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship.

"EMPIRE." Captain Helms, will be despatched as above TO-MORROW, the 3rd Oct., at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Passages, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 1st October, 1906. [1827]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship.

"HABSBURG." Captain Filler, having arrived from Hamburg, Consignees of Goods are hereby requested to send their Bills of Lading for consigning Cargo to the Underigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazard, one Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Oct. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Oct. at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 1st October, 1906. [1828]

S.S. "TOURANE." COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Charcoal," from Havre or s.s. "Charcoal," from Bordeaux ex s.s. "Ville de Bordeaux" and "Le Roy Lallier," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Precious and Valuable, are being landed and stored at their risks into the hazardous and/or extra hazard one Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be handled here.

Bills of Lading will be countersigned by the Underigned, Goods remaining undelivered after Monday, the 8th Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th Oct., or they will not be recognised. All damaged packages will be examined on Monday, the 8th Oct., at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent, Hongkong, 1st October, 1906. [1829]

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of MEMBERS will be held in the City Hall, on SATURDAY, the 13th October, 1906, at 12 o'clock Noon.

By Order, T. F. HOUGH, Clerk of the Course, Hongkong, 29th September, 1906. [1823]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

POSTPONEMENT OF MEETING.

IN CONSEQUENCE of the TYPHOON, the ANNUAL GENERAL MEETING advertised for SATURDAY last, is POSTPONED until THIS DAY (TUESDAY), 2nd October, at Noon.

The TRANSFER BOOKS of the Company remain CLOSED until after that date. DOUGLAS LARPAK & Co., General Managers, Hongkong, 2nd October, 1906. [1829]

LESSONS IN FRENCH & ENGLISH.

EXPERIENCED TEACHER gives Lessons in FRENCH and ENGLISH. Apply—OMEGA, Care of "Daily Press" Office, Hongkong, 28th September, 1906. [1804]

CHINESE IMPERIAL GOVERNMENT 7 SILVER LOAN OF 1886, E.

10TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be Payable at the Office of the Corporation on or after the 29th September, 1906. List of Drawn Bonds can be obtained on application to the Underigned.

For the Hongkong & Shanghai BANKING CORPORATION, Agents issuing the Loan, H. E. R. HUNTER, Acting Chief Manager, Hongkong, 29th September, 1906. [1814]

GOVERNMENT OF BRITISH NORTH BORNEO.

REVENUE FARMS FOR 1907, 1908 & 1909.

TENDERS will be received by the SECRETARY to the GOVERNOR at Jesselton, on or before 26th October, 1906, for the following REVENUE FARMS for the year 1907, or for the three years 1907, 1908 and 1909.

OPPIUM FARM. SPIRIT LICENSE FARM. PAWNBROKING FARM. CUSTOMS FARM. GAMBLING RESTRICTION FARM. For Particulars, apply to GIBB, LIVINGSTON & Co., Hongkong, 31st July, 1906. [1495]

INTIMATIONS

NOTICE.

THE BUSINESS known as GREGOR & Co., has been SOLD to Mr. NGAI KU SANG 牛學強 and the Responsibility of the Underigned Cesses from this date. CHAN A. FOOK, Hongkong, 26th September, 1906. [1810]

NOTICE.

ALL PERSONS having CLAIMS against the Estate of the Right Reverend JOSEPH CHARLES HOARE, D.D., late Bishop of Victoria, are requested to send Particulars of the same to the Underigned as soon as possible. Hongkong, 29th day of September, 1906. DENNIS & BOWLEY, Solicitors, Supreme Court House, TYPHOON RELIEF FUND.

At the request of the General Committee an ENTERTAINMENT will be given in the City Hall, on the Evening of the 10th prox.

The following Gentlemen have consented to act as a Committee in connection therewith:—Mr. D. R. LAW (Chairman), Major PATTISON, Mr. G. BALLOCH, Mr. E. ORMISTON (Treasurer), Mr. J. A. CALDWELL, Mr. R. SUTHERLAND, Full Particulars of the Entertainment will be published later. Hongkong, 27th September, 1906. [1809]

HARBOUR MASTER'S DEPARTMENT.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN FRACTION will be carried out as under:—

On FRIDAY, the 5th October:—From 9 a.m. to 12 noon, in a Southerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m. and finishing at 12 noon.

If the weather is unfavourable on the above day, practice will take place on the following day.

All Ships, Junks and other vessels to keep clear of the range.

L. BARNES LAWRENCE, Captain, R.N., Harbour Master, &c. Hongkong, 28th September, 1906. [1815]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the said Ordinance.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Underigned.

Any person examined as a witness in the enquiry aforesaid who to the opinion of the Commission makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order, W. BOWEN ROWLANDS, Secretary, Hongkong, 7th July, 1906. [1831]

PURE FRESH WATER.

THE HONGKONG STEAM WATER BOAT CO., LTD., is prepared to supply any Quantity of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag—W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor, Hongkong, 8th August, 1905. [1712]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. A.B.C. and Engineering Code Use NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 361 "

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.
 AUTHORIZED CAPITAL.....£1,000,000
 SUBSCRIBED.....1,000,000
 PAID-UP.....500,000
 RESERVE FUND.....500,000
 BANKERS:
 LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.
 On Fixed Deposits—
 For 12 months.....4 1/2
 " 6 ".....4
 " 3 ".....3 1/2
 " 1 ".....3
 E. OLMSTED, Manager.
 Hongkong, 26th March, 1906.

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL.....£2,000,000
 RESERVE FUND.....1,000,000
 SINKING FUND.....1,000,000
 SILVER RESERVE.....1,000,000
 RESERVE LIABILITY OF PROCEEDS.....£10,000,000

COURT OF DIRECTORS:
 A. HART, Esq.—Chairman.
 G. H. MEDFORD, Esq.—Deputy Chairman.
 G. Dalcho, Esq.
 G. G. G. Esq.
 Hon. Mr. W. J. Gossion.
 C. R. L. Looman, Esq.
 D. M. Nisim, Esq.

CHIEF MANAGER:
 Hongkong—J. R. M. SMITH.
 ACTING MANAGER:
 Shanghai—W. ADAMS OSMAN.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of 2 per cent. on the daily balance.

On Fixed Deposits—
 For 3 months, 2 1/2 per cent. per annum.
 For 6 months, 3 per cent. per annum.
 For 12 months, 4 per cent. per annum.
 H. E. HUNTER, Acting Chief Manager.
 Hongkong, 17th September, 1906.

DEUTSCH-ASIATISCHE BANK

CAPITAL FULLY PAID-UP, SH. T. 7,500,000
 HEAD OFFICE—SHANGHAI.
 BOARD OF DIRECTORS, BERLIN.

BRANCHES:
 Berlin, Calcutta, Hankow, Peking,
 Shanghai, Tientsin, Yankow, Yokohama, Singapore.

Founded by the following Banks and Bankers:
 KUNIGLICHE SIEBENDLUNG (Preussische)
 STAATSBANK, Berlin.
 DIRECTION DER DISCONTO:

GESELLSCHAFT
 BREITENBURGER
 HANDELS-
 GESELLSCHAFT
 BANK FÜR HANDEL UND
 INDUSTRIE
 ROBERT WASSERHAUSEN & CO.
 M. A. VON ROTHSCHILD & CO.
 SOHNE
 JACOB S. H. STERN
 NORDDEUTSCHE BANK IN HAMBURG, HAMBURG.
 SAL. OPPENHEIM, R. & CO., KÖLN.
 BAYERISCHE HYPOTHEKEN-UND WECHSEL-
 BANK, MÜNCHEN.

LONDON BANKERS:
 Messrs. N. M. ROTHSCHILD & CO.
 THE UNION OF LONDON AND SMITH'S
 BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
 DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.
 DEPOSITS received on terms which may be
 learned on application. Every description of
 Banking and Exchange business transacted.
 HUGO SUTER, Manager.
 Hongkong, 1st May, 1906.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
 H. E. HUNTER, Acting Chief Manager.
 Hongkong, 30th May, 1906.

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)
 CAPITAL SUBSCRIBED.....Yen 5,000,000
 CAPITAL PAID-UP.....Yen 5,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
 Amoy, Anping, Fuzhou, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Yokohama.

HONGKONG OFFICE:
 3, DES VEXES ROAD.
 Interest allowed on Current Accounts.
 Deposits received on terms which may be learned on application.
 D. TOHNDOW, Manager.
 Hongkong, 1st July, 1906.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£2,000,000
 RESERVE LIABILITY OF SHAREHOLDERS.....£2,000,000
 RESERVE FUND.....£2,000,000

INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily Balance.
 On Fixed Deposits for 12 months 4 per cent.
 " 6 " 3 1/2
 " 3 " 3
 " 1 " 2 1/2
 T. F. COCHRANE, Manager.
 Hongkong, 10th May, 1906.

BANKS

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.
 (NETHERLANDS TRADING SOCIETY).
 ESTABLISHED 1824.

PAID-UP CAPITAL, FL. 45,000,000 (£3,750,000).
 RESERVE FUND.....FL. 5,000,000 (£417,000).

HEAD OFFICE IN AMSTERDAM.
 HEAD-AGENCY: BATAVIA.

Branches—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Chobon, Tegal, Paoelangan, Pasuruan, Tjilatjap, Palembang, Medan (Deli), Palembang, Kotabaja, Achon, Telok-Semau, (Achoen) Bandjermasin.

Correspondents at: Manassas, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.
 On Current Accounts 2 1/2 per cent. on daily balances.

Fixed Deposits 12 months 4 1/2 per cent. annum.
 " 6 " 4 " do.
 " 3 " 3 1/2 " do.
 " 1 " 3 " do.
 L. ENGEL, Agent.
 Hongkong, 22nd July, 1906.

THE YOKOHAMA SPECIE BANK LIMITED

ESTABLISHED 1880.
 CAPITAL SUBSCRIBED.....Yen 24,000,000
 CAPITAL PAID-UP....." 21,000,000
 CAPITAL UNPAID....." 3,000,000
 RESERVE FUND....." 13,700,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
 Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Newchwang, Shanghai, Peking, Mukden, Port Arthur, Chefoo, Tieling.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LIMITED.

PARIS BANK, LIMITED.
 THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of 2 per cent. on the daily balance.

On fixed deposits for 12 months 5 1/2 per cent. annum.
 " 6 " 5 " do.
 " 3 " 4 1/2 " do.
 " 1 " 4 " do.
 TAKESU TAKAMICHI, Manager.
 Hongkong, 22nd September, 1906.

INTERNATIONAL BANKING CORPORATION

Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.

CAPITAL AND RESERVES:
 AUTHORIZED.....Gold \$10,000,000
 CAPITAL PAID-UP....." Gold \$3,250,000
 RESERVE FUND....." Gold \$3,250,000

HEAD OFFICE: New York.
 LONDON OFFICE: Threadneedle House, E.O.

BRANCHES AND AGENTS all over the World.

LONDON BANKERS: NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

BRITISH LINES COMPANY BANK.
 The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:

For 12 months 5 per cent. per annum.
 For 6 " 4 " do.
 For 3 " 3 " do.
 H. PINCKNEY, Manager.
 Queen's Road, Central.
 Hongkong, 29th September, 1905.

CARTRIDGES

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERLITE, ELEY'S, KYNOCITE'S, SPORTING CARTRIDGES, 16, 12, 16, and 26 BORE AND NEWCASTLE GILDED SHOT in all Sizes, No. 10 to 888G. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.
 Hongkong, 25th November, 1902.

DAVID CORSE & SON'S

MERCHANT NAVY NAVY BOILED LONG FLAX CANVAS RELIANCE CROWN TARPAILING

ARNHOLZ, KARBURG & CO. Sole Agents.

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE (Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Fleecy Land," etc.).

THE VOLUME, which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes it a volume of great interest to all who are concerned with the Far East.

Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE.....£3.50.
 To be obtained from Messrs. KILBY & WALSH LTD., Messrs. W. BROWNE & CO., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

Hongkong, 23rd April, 1906.

THE NEXT GYMKHANA.

The programme is as follows:—
 BENDING RACE.—In and out between 8 flags, with a run of about 40 yards. Start from a point indicated, leave the first flag on your left hand, the second on your right and so on, turning right-handed round the eighth on the return journey pass the seventh flag on your left hand, the sixth on your right and so on. To be run in heats if necessary.

PICKING UP HAT.—Ride over hurdle to a point indicated, pick up your hat placed on ground without dismounting. Return home over same course with hat on head. Ordinary run has to be used.

RUNNING, LEADING AND MOUNTING COMPETITION OVER 4 HURDLES.—Conditions: Start from flag, dismount, run and lead pony over first hurdle. Mount and ride over second, dismount at flag (about 10 yards beyond second hurdle), run and lead pony over third hurdle. Mount and ride home over fourth hurdle.

LADIES' NOMINATION FARM YARD STAKES.—Gentlemen will be given name of animal, right and left make a good animal. Lady will write name on blank sheet of paper, place it in envelope, seal it, and hand envelope to gentleman who will ride back to starting point. First in with name of animal correct wins.

DRIVING POLO BALL IN PAIRS. Alternately, up the ground round a flag and back again, finishing through goal posts.

LADIES' NOMINATION—ROSETTES AND BARRELS.—Conditions: Each lady will be presented with a coloured rosette. Corresponding rosettes will be hidden in one or other of several barrels placed in different parts of the course. Start from flag, ride over hurdle to the barrel of your choice. Having found a rosette mount and ride home over hurdle. The lady holding the corresponding rosette to that brought home first to win.

BARRELS RACE.—Conditions—Competitors to take up unaccounted, with ponies. Mount, ride bare-back to saddles, saddle up and ride back. Two girls must be used. Both must be buckled and saddle to be complete with leathers, iron, &c.

MESSAGE RACE.—ENTRIES BY THREE.—Nos. 1 at Starting Post, Nos. 2 and 3 at two other points indicated. At starting post an important message will be communicated to No. 1. On the word "go" they will mount, ride up to their Nos. 2, dismount, hand over pony and communicate message. Nos. 3 will mount and communicate message. Nos. 3 will mount and ride to a point where pencils and paper will be found. They will dismount, hand pony to maffo and write out message. Write their own and partner's names on envelope and run up to winning post and hand message to Judge. First horse with hand correct message to win.

SERVICE CLIPPINGS.

On September 4th Captain J. F. Parry was to leave his post on the ship *Merlin* on commissioning her for survey services on the China Station. The fitting out of his ship for the work had occupied almost three months at the shipyard. The work was carried out under the supervision of Captain Parry, whose fame as a hydrographer is not alone confined to our own service.

Lieutenant O. R. C. Hill, Royal Garrison Artillery, from No. 17 Company, Shroobness, has been transferred to No. 88 Coy. at Hongkong. Lieutenant Hill has been a gunner officer since December, 1902.

Gentlemen Cadets L. A. Bernard and R. W. Donners have been appointed to the Shroobness Foresters to replace Captain Cadet Wingfield Stanford to the Royal West Kent Regiment, from Sandhurst.

On returning to regimental duty Captain Taylor, of the Shroobness, has been posted to a company in the 2nd Battalion at Aldershot.

Rear-Admiral J. E. Goodrich, M.V.O., late commodore commanding the defunct fleet squadron, has been selected for the appointment of Admiral Superintendent at Gibraltar in succession to Rear-Admiral Sir Edward Chichester, Bart., C.B., C.M.G. This is the first important command given to Rear-Admiral Goodrich since his promotion to the flag rank. His many China friends will be glad to hear of it. The appointment is worth about £1,900 per annum.

On the disembarkment of the Chinese Regiment, employment was found on the spot for Captain A. H. Hilton-Johnson, Lincolnshire Regiment, who had been a company commander and adjutant in the defunct corps. He has taken up the duties of staff captain at Tientsin, where his long-extended experience of the country and the service will stand him in good stead. Captain Hilton-Johnson was with the advance of the Nile expedition, 1898, where he was awarded the Gordon (Egyptian) medal, clasp, and British medal, and in the Boer campaign, 1900, when he participated in the relief of hard-pressed Tientsin, and in the relief of the Peking legations (medal with clasp). He is an expert Chinese scholar.

Serious allegations are made, the Central News reports, by men who were engaged in salvage work on the battleship *Montagu* at Lundy Island. It is declared that there was much defective work in the bulkheads. Rivets, it is alleged, had been driven in too far apart to secure watertightness, joints had been passed over unheeded, and two rivets to join the two thicknesses of skin-plating close together where armour-plate bolts pass through had been omitted; whilst in some places the rivets were placed there when the ship was built, instead of rivets, and that in some other places there were leaden rivets. It is also reported that there is a strong opinion among salvage experts that if the plan of making ammunition passages and the whole lower deck watertight had been faithfully adopted, the vessel would have been saved.

General Sir John French has full of praise again on 29th inst. Colonel Pollock's "experimental army," which is finishing its six months' training by a short period under canvas in the grounds of Government House at Aldershot. He inspected the company while the men were carrying out field operations. They were set to attack a position held by Frenchmen, and showed excellent form, with a full appreciation of the work in which they were engaged. During the attack half the company swam across the Basingstoke Canal fully clothed and equipped. The attack failed for want of numbers, but the men earned eulogies for the skill they manifested. It will be recalled that the object of the experiment is to form an idea of the length of time which would be required to turn the workers of England into soldiers in case of necessity.

NOTABLE STORMS.

It is almost inevitable that with the details of Hongkong's great storm before us, comparisons should be instituted, says the *Singapore Free Press*. Comparing forms one of the great pleasures of the human mind, whether it be of the village elder whose memory goes back those "fifty years ago," or the student who classes comparison through piles of Government and other official documents, to give him the material for his study. Since the day when fifteen hundred houses were destroyed by a "great wind" in London, about a thousand years ago, now. There have been many violent storms the world over, and it may perhaps surprise many to hear that the scene of a great number of these has been the British Isles. It seems unfair, when one considers what terrible weather the light little island has experienced all the year, and in 1703 so violent was the wind, that twelve men-of-war were sunk within sight of shore, eight thousand people were drowned, the Eddystone lighthouse was torn down, and thousands of trees and cattle were destroyed. Thirty-five years later the north-eastern districts of England were visited by a hurrying driving wind, which blew down two hundred houses and cost the nation a little bill of about half a million sterling in shipping, besides killing and injuring over a hundred people. The gale which blew down the Tay bridge was almost a typhoon in its destructive capacity, compared with most of the great storms.

Another suffers from blizzards and snowstorms, and in 1857 and 1858 storms of the latter description wrecked whole towns and killed hundreds of people. But nothing in English history has ever approached the appalling catastrophe of 1874 and 1875 in the Bay of Bengal. In the first mentioned year a cyclone burst on the bay with such fury, that the bore in the Hooghly, which was thirty feet high, carried absolute devastation before it, and thirty thousand people were drowned. Three years later, before the last traces of the previous gale had disappeared, there came a second visitation, in which the number of houses destroyed equalled the number of deaths three years before, and the list of drowned reached the total of ninety thousand.

But from a numerical point of view, the most appalling of all disasters, was the typhoon which visited Hongkong in China in 1871, for it is there asserted that over three hundred thousand persons perished through it. In 1871 these ten thousands of China, particularly Hongkong and Macao, were visited by a disastrous storm which caused great destruction, but since then as far as we can find the island colony has been free from really serious disturbances.

Of the many outbreaks of nature however, the one which will always remain in popular memory through the circumstances connected with it, is that which occurred in the harbour of Apia in Samoa in 1889. The story has been so often told that it hardly bears repetition, but the seaman-ship of Capt. Cane of H.M.S. *Collette* in steaming out to sea, whilst the three American and three German warships had remained in the harbour, will live for a long time in the annals of the "British navy." On that occasion nearly a hundred and fifty German and American sailors were drowned, but the whole disaster was apparently to the same neglect which has made this Hongkong typhoon such a catastrophe, namely, no steam ready for putting to sea.

Tornadoes, typhoons, cyclones, call them what you will, they all have much the same effect and appear anywhere. The south of us is a favourite European centre and the Black sea has been the scene of many disastrous storms. The tropics as a whole probably experience the most violent kinds, but northern Europe is often visited by gales which prove extraordinarily destructive. Australia as a whole has a very clear record in such matters, as has also New Zealand, but few other places can similarly boast.

In places where typhoons, tornadoes, cyclones or similar disturbances are common, the mariner has often to trust largely to weather warnings, and with such speed do these disturbances gather that homes are of the utmost importance in signalling the approach of any storm. In all parts of the world, however, the mariner is often to trust largely to weather warnings, and with such speed do these disturbances gather that homes are of the utmost importance in signalling the approach of any storm.

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